

ROSECRANS CORRIDOR MOBILITY STUDY

PROJECT WORKING GROUP

MEETING MINUTES

Date: July 20, 2009

Location: NTC Command Center, Room 4
2640 Historic Decatur Road, San Diego, CA 92106

Attendees: See Attached Sign In Sheet

AGENDA DISCUSSION:

1. Call to Order (6:45 p.m.)

PWG Chair Gary Halbert called the meeting to order.

2. Approval of Meeting Minutes

Gary asked if any PWG members had comments, edits, or additions on the June 8, 2009 PWG draft meeting minutes. No comments or edits were provided. Motion was made and seconded to approve the minutes.

3. Walk Audit Discussion

Sherry Ryan of ALTA Planning summarized the findings of the walk audit that took place prior to the meeting. Sherry explained the extent of the walk audit and how survey forms were filled out by the participants to rank or grade the pedestrian environment along the study areas.

Sherry asked the group to summarize the walk audit experience.

- Area 1: Transit Station to Kurtz
 - Bicycle and pedestrian hostile environment
 - Historic mess – no good means of walking or biking, with several conflicts between users
 - Sidewalks need improvement
 - Tunnel needs to be cleaned up – too much trash
 - Medians is a pedestrian barrier
 - Several trip hazards in area
 - No sidewalk or hardscape in some areas
 - No walking or biking access to the Department of Health & Human Services
 - Multi-modal area with intense traffic

- Industrial land uses on west side = heavy truck traffic that needs to be accommodated
- Area 3 Talbot to Carleton
 - Talbot bottlenecks, no bike lane should be considered
 - Accommodating bikes would widen road, which may increase speeds
 - Can't drive across the street in a car (poor side street access requires drivers to make u-turns)
 - Rosecrans/Talbot has no left turn arrows = pedestrians are not protected from left turning vehicles
 - Good pedestrian amenities
 - Some corners (intersections) are missing ramps
 - Sidewalk obstructions; benches should be placed with back to the street to save space on the sidewalk
 - East & west sides of street are different. East has a buffer.
 - Bike lane is discontinuous
- Area 2 Xenophon to Roosevelt
 - Very attractive
 - Frontage road is needed on west side within the existing lane right-of-way. Residents fronting Rosecrans on the west side cannot get out of their driveways

Public questions and comments included the following:

- *Question:* Who owns Rosecrans?
Answer: City of San Diego
- *Question:* Who owns NTC roads?
Answer: City of San Diego
Comment: If NTC roads are public they should not be permitted to be closed for Rock Church events as they are a religious institution
- *Comment:* Streets need to be widened in NTC because bikers have no room to ride, instead they ride on the sidewalk
Comment: McMillan was supposed to put a bike path in NTC as Rosecrans does not accommodate bikers. Bi-directional path was supposed to be built but was not. McMillan does not share profits with the City as they promised to and should fix it. McMillan should be included in this process.
- *Comment:* Project working group meetings are not for specific public input and discussion; individuals with specific input and questions should attend the community workshops

4. Summary of Input Received at First Meeting

Dawn reviewed the revised mission statement, which incorporated the input from the June meeting. The revised mission statement was read aloud to the group and Dawn asked for feedback. One member of the PWG commented that the word “potential” was compromising and the PWG agreed to delete the word from the mission statement.

The approved mission statement is:

“The mission of the Rosecrans Corridor Mobility Study Project Working Group is to provide recommendations to the City of San Diego about community sensitive solutions to improve vehicular, transit, pedestrian, and bicycle mobility in the Rosecrans Corridor study area. The Project Working Group will serve as a forum for collaboration, the discussion of issues and exchange of ideas between City, military, and all affected communities toward improving mobility and promoting urban beautification.”

Posters listing the ideas and concerns from the June meeting were hung on the wall. Dawn stated that these lists will be updated for each meeting to help in guiding the creation of alternatives.

In the June meeting it was requested to research previous studies relating to the Rosecrans study. Several studies were researched by City of San Diego staff and listed at the meeting. Copies of the studies are available to PWG members upon request. In addition, an exhibit will be prepared to highlight the studies and subsequent findings pertaining to the study area.

Dawn discussed the project progress. Thus far, the Kick-Off PWG meeting, technical team meeting, and existing conditions analysis have been completed. Next stages include the analysis of future conditions, the first community workshop, and eventually the development of alternatives.

5. Existing Conditions in the Corridor

Dawn began to lead the discussion on the existing conditions analysis. The goal of the existing conditions analysis is to have a clear understanding of current transportation issues along the corridor, to establish a baseline for future analysis, and to identify locations for short-term improvements.

Pedestrians. Sherry Ryan summarized the findings of the pedestrian existing conditions analysis. The Alta team collected data and used Geographic Information

System (GIS) to determine the demand for travel, peak locations, and areas of deficiency or low demand. GIS was also used to document areas with existing sidewalk obstructions, crosswalk locations, missing curb ramps, missing sidewalks, and other deficiencies in the pedestrian environment. Overall, the use of GIS modeling assisted in determining generators, attractors, and detractors. Generators are things that generate pedestrian trips, such as transit stops. Attractors are land uses that attract pedestrian trips, such as a grocery store or job center. Detractors are environmental factors or deficiencies in the environment that restrict pedestrian activity, such as high traffic volumes with high speeds or locations with a high level of accidents.

The analysis determined that the following intersections currently have the highest amount of pedestrian activity:

- Rosecrans / Pacific Highway
- Rosecrans / Sports Area
- Rosecrans / Midway
- Rosecrans / Hancock
- Rosecrans / Nimitz
- Rosecrans / Womble

Question: What time were counts done?

Answer: Peak periods (7:00 – 9:00 a.m. and 4:00 – 6:00 p.m.) in May when school was still in session.

The Rock Church at Rosecrans/Womble was identified as having a very high level of pedestrian activity, with the highest counts occurring on Saturday evening along the east leg of the intersection. Peak periods were compared during overlapping church services and were based on the highest service attended (Sunday).

High Tech High also had a high number of pedestrians and counts were collected in May during student drop-off and pick-up times.

Question: counts seem small at those locations. Does detractor analysis include accidents?

Answer: Yes.

Bicyclists. Sherry discussed the Alta findings of the existing conditions for bicycles. Sherry showed the group maps of existing bicycle facilities along the corridor, which depicted gaps in Areas 1 and 3. Bicycle facilities are provided in Areas 2 and 4 but discontinuous throughout the corridor. Sherry also explained that Areas 1 and 3

intersect with regional bikeways; therefore the gaps in the system create both a local and regional discontinuation of bikeway access.

Comment: Map doesn't show the gap at Taylor Street.

Comment: Visitor center gets a lot of European bikers who don't know why there is disconnected bike access.

The analysis determined that the following intersections currently have the highest amount of bicycle activity (based on weekday counts):

- Rosecrans / Pacific Highway
- Rosecrans / Kurtz
- Rosecrans / Laning
- Rosecrans / Moore
- Rosecrans / Sports Arena
- Rosecrans / Nimitz

Next, the GIS maps were shown and discussed. GIS modeling was used along with data to reflect attractors, generators, and detractors in the existing bikeway system. Deficiencies were shown in Areas 1 and 3.

Comment: Kids (and many adults) will not use bike lanes because it is too narrow along Rosecrans – too close to moving traffic.

Question: Does the data differentiate recreation bikers versus bikers who have to bike (i.e. do not have a vehicle)? Or which are homeless?

Answer: No, it is hard to document the type of rider without asking the riders directly or without making assumptions.

Traffic. Dawn reviewed the findings of the existing conditions for the traffic analysis. Dawn showed the team video clips of existing traffic at key intersections. The first video was of Rosecrans at Midway, which showed a bicyclist cutting across lanes of traffic to get into a left-turn lane and heavy traffic queues. The second video was of northbound Rosecrans at Sports Arena, which showed that the signals seem to operate sufficiently. The third video was of southbound Rosecrans at Sports Arena, which showed traffic from Midway backing up to Sports Arena.

Dawn showed the team a traffic simulation created with VISSIM software. She explained that the model was based on signals, volumes, and other existing conditions data to depict existing traffic and help measure travel time. The simulation showed traffic queues from Evergreen to Midway.

Comment: Left turn queue pockets are too long in the model at Midway.

Response: RBF will check the queue lengths in the model.

Comment: Flashing light is needed at the triangle of the southeast corner of Sports Arena. There currently is only a yield sign, no stopping required.

Dawn reviewed the level of service (LOS) findings for study intersections and roadway segments. Maps depicting the LOS for each location were reviewed in the presentation and provided in the handouts. The maps showed where segments fail and where attention may be needed. Average travel time was also reviewed and showed that travel time varied by time of day and direction. Analysis of travel time showed that speeds are high in the south, with much quicker trips, even though the distance is similar to the northern part of the corridor which takes much longer to travel through.

Speed surveys were also collected at several locations along the corridor to measure the 85th percentile of vehicular speeds. Speed surveys are collected off-peak periods to show the free flowing speeds of traffic. Excess speeds of over 5 miles per hour over the 85th percentile were found at the following locations:

- Midway to Lytton
- Talbot to Kona
- Kona to Kellogg

Speeds were lower than the posted speed limit between Nimitz and Talbot. A speed limit reduction or traffic calming may be feasible in this area, if desired.

The accident data and map were reviewed. Accident data was provided by the City of San Diego and only included records that were recorded and reported by police over the past ten years.

Comment: accident data at Midway is an eye opener.

Comment: North/south circulation from Pacific Highway to Morena should be promoted to go around Old Town. Pacific Highway should shift into an S curve into Morena to accommodate traffic from Midway; currently there is no alternative except for the freeway.

Public Comment: Concern about the new commercial tenant (BAE Systems) who is moving into over 200KSF of office space. This will bring more traffic to the area. Also, pedestrian counts are much higher than what the data is showing. Suggestion

to shuttle Rock Church and BAE Systems from Fiesta Island to help alleviate traffic. The road is too narrow and already has a lot of problems, including dangerous illegal u-turns, lots of accidents, and higher crime rates.

Response: Analysis of future conditions will include the future land uses and anticipated traffic.

Public Comment: Navy should use shuttle service or encourage carpools.

Transit. Existing conditions for transit was discussed. Analysis looked at where ridership was highest, access locations, amenities, and how transit interacts with vehicular traffic. It was found that Route 28 was the more heavily used. Transit stop inventory revealed that stops have varying amenities. The data helps show where transit shelters or amenities may be needed based on existing ridership patterns.

High Tech High in NTC creates a high level of transit demand and is currently well-served. Sunday activities between the school, Rock Church, and retail activities are also high. In addition, it was found that the overlap between Route 28 and Route 923 is difficult to catch for passengers who need to transfer.

On-time performance is an important feature in analyzing transit. Currently, on-time transit goals are not being met. There is one transit queue jump at the transit center, which may be extended to help with on-time performance.

6. Public Comment

Gary asked for any public comments from the group. Comments included:

- Several new stores are opening. This will create additional traffic and should be evaluated.
- It is hard to get through the Peninsula on transit without stopping multiple times. It is hard for people to take transit to reach Cabrillo and transit does not go to Point Loma Nazarene University or the other schools. They should be served by transit too. This study needs to make sure the public is served.
- Bus stop at the Goodwill should be pulled in because it blocks traffic.
- Area 3: proposed port authority to create a parking lot on Harbor Drive, should be stopped. It would reduce capacity with 6 to 9 months of construction. There are currently empty spaces at the fishing piers. The resident conducting his own parking inventory from June 14th to September 16th and found only 20 days that the existing lots were actually full (with less than 20 vacant spots). Otherwise there is capacity. Building this lot would move Scott Street parking to Rosecrans and tear down street trees. Existing

lots are very empty on the weekends, and is a few minutes walking distance to the docks. This project should be considered in the Rosecrans Corridor Mobility Study.

- The Navy will be using pre-fab tanks and sending them to the base. This will create additional traffic. Navy needs to be involved in this project.
- The public should be given the opportunity to submit written comments at the PWG meetings; *Response:* comment cards will be provided at the next meeting.
- Need more advance notice of schedules for meetings

7. Upcoming Events

Community Workshop

Wednesday, July 22nd

Point Loma Nazarene University, Cunningham Room

6:00 to 8:00 p.m.

The workshop will provide the community with background information about the project and will entail a few exercises to determine what the community's interest is in the project. An overview of existing conditions will be provided and an opportunity to discuss concerns and ideas will be given to attendees. The goals of the workshop are to provide project information, understand the stakeholders, identify community perspectives on issues and opportunities, build trust and confidence in the process, and generate enthusiasm.

Walk Audits

Walk audits are scheduled to walk with participants, discuss the pedestrian environment, and identify areas of concern and opportunity for each area. Walk audits are open to the public and will take place as follows:

Area 1: Thursday, July 30th

Meet in front of the Caltrans Building (4050 Taylor St)

4:30 to 6:00 p.m.

Area 2: Sunday, August 2nd

Meet in front of NTC Command Center (2640 Historic Decatur Rd)

9:45 to 11:15 a.m.

Areas 3 & 4: Wednesday, August 5th

Meet at Carleton & Rosecrans (by Starbucks at 1221 Rosecrans)

4:00 to 5:30 p.m.

8. Next Meeting

Date: August 17th

Time: 6:45 p.m.

Location: NTC Command Center, Room 4

9. Meeting Adjourned at 8:36 p.m.